

1. **Freeways or limited access highways.** Such roads shall be grade separated at each intersection with another road. The major purpose of such roads is to route traffic around Folsom, with as few interruptions to the surface street system as possible. U. S. Highway 50 currently meets the definition of a freeway. The City has made a firm commitment that a new freeway would not bisect the City.

2. **Expressways.** Allow for moderate- to high-speed travel within the City. The purpose of an expressway is to carry cross-town traffic from other communities or between neighborhoods within the City. An expressway may contain some grade-separated intersections, but this type of road would be mainly a surface street. Expressways should be located to allow for controlled intersections spaced at one-half mile intervals or more. Only arterial and collector roads should intersect with an expressway.

3. **Arterial roads (or major streets).** Serve to connect neighborhoods within the City and the City with surrounding communities. Arterials would normally define the boundaries of neighborhoods, not provide internal access to a neighborhood.

4. **Collector (or secondary) roads.** Serve to route traffic from local streets within a neighborhood to an arterial road. Collector streets would not normally serve as "through" roads for more than one area, but would circulate throughout a neighborhood.

5. **Local (or tertiary) roads.** Serve a portion of a neighborhood only and route traffic to a collector street.

6. **Street-ends (cul-de-sacs, dead-end streets, etc.).** Limited in length and serve only a few residences.

#### **POLICY 17.3**

Arterial roads serving new developments shall be aligned with existing arterial roads when ever possible.

#### **POLICY 17.4**

Routes for additional bridge crossings over the American River shall be designated on the Plan Map. Because the Proposed Oak Avenue and Folsom-Auburn Road crossings will serve a significant amount of regional through traffic with distinctly different origins and destinations, financing and construction of the bridges should be considered as a package rather than separately.

#### **POLICY 17.5**

The City should locate and improve existing arterial roads to provide direct access between a central commercial district, a regional commercial center, and major public institutions (hospital site, community college site, Civic Center).

#### **POLICY 17.6**

The City should require that new arterial roads or extensions or widening of existing arterial roads that are needed to serve a new development are planned and constructed in accordance with the Plan Map and standards contained herein. Land must be set aside by dedication for sufficient rights-of-way and landscaping in accordance with standards contained herein, and a planting strip or other buffer shall be required in single family developments to ensure that homes do not back directly onto the arterial road.

#### **POLICY 17.7**

The City shall require the establishment of landscape maintenance assessment agreements or districts for new developments adjacent to arterial roads to ensure that planting strips are required and properly maintained.

#### **POLICY 17.8**

A five-year Capital Improvement Plan (CIP) for road improvements should be prepared and implemented by the City. The road improvement plan shall be updated at least every other year subsequent to its initial adoption. The road improvements plan shall establish a schedule for needed road repair and construction and identify sources of funding for road improvements. The

five-year CIP should be consistent with the Fiscal Element of the General Plan which will be prepared to identify total Citywide public facility funding mechanisms.

As part of this program the City should update the Folsom Area Traffic Study on a regular basis (at least annually) as part of a regular traffic monitoring program to attempt to achieve that at least a traffic Level of Service "C" is achieved throughout the City.

#### **POLICY 17.9**

The City should plan for the expansion of future public transit routes (bus and fixed rail service).

1. Transit routes should coincide with major destinations for employment and shopping, the location of major institutions, concentrations of multifamily housing, and other land uses likely to attract public transit ridership.
2. The City should preserve existing railroad rights-of-way for their potential future use as public transit routes. The City should work with Regional Transit to determine other rights-of-way which could be preserved for rail transit use. Proposed light rail alignments and station locations are designated on the Plan Map and dedication of land for the required right-of-way shall be required as part of the approval process for development of adjoining parcels.
3. Bus routes should follow major roads with service to residential neighborhoods via collector streets.

#### **POLICY 17.10**

The City should develop and maintain a bikeways and pedestrian master plan that links residential developments with sources of employment, public open spaces, parks, schools, neighborhood shopping areas, the central commercial district, other major recreational destinations, and adjoining communities.

1. The City should ensure that new residential developments incorporate pedestrian and bicycle paths or routes when there are nearby

schools, parks, public open spaces, sources of employment or other destinations for such travel. Such paths or routes should be designed so that schools and parks are accessible to area residents. Pedestrian/bicycle over- or under-crossings may be provided when necessary to cross arterial roads or expressways.

2. The existing bicycle and pedestrian paths along the American River shall be preserved.
3. The City should establish and maintain an internal pathway system that links parks sources of employment and public open spaces using rights-of-way and parkways.
4. Where on-street bikeways are not feasible, the City should provide for Class I off-street bikeways.
5. The City should endeavor to provide routes paralleling the major arterial routes for long distance bicycle travel.
6. The City should endeavor to provide routes for recreational travel, providing access to important recreational areas of the City, including Folsom Lake.

#### **POLICY 17.11**

Whenever any major repair, alteration, or construction of roads are undertaken, immediate consideration of incorporating and providing bicycle routes and facilities should occur, as designated by the City of Folsom Bikeway Master Plan, and state specifications for bikeways.

#### **POLICY 17.12**

The City of Folsom should establish an ongoing public education program on bicycle safety and encourage bicycle safety programs for cyclists and motorists.

#### **POLICY 17.13**

The Master Plan includes four typical bike lane cross sections which shall be used where appropriate.

1. Class-1 bikeways, separated bicycle paths will be the preferred bikeway, wherever feasible. This form of bike lane will be encouraged in areas such as the Willow Creek-Humburg Creek Parkway, and along the Lake Natoma frontage, and along major boulevards, such as Folsom Boulevard.
2. Class-2 bike lanes, which include a five foot stripped bike lane on the outside of an eight foot parking lane, will be encouraged in areas where on-street parking is likely to occur. Such areas would be in the vicinity of apartment complexes and condominium complexes.
3. Class 3 & 4 bike lanes, which include four foot and eight foot stripped bike lanes on the edge of pavement, should be utilized on city arterial, collector, and other roads as indicated on the bikeways master plan.

#### **POLICY 17.14**

The City shall require facilities for parking bicycles in accordance with the Zoning Code.

#### **POLICY 17.15**

The City shall review parking requirements to ensure that adequate off-street parking can be provided for new development projects.

#### **POLICY 17.16**

The City shall designate locations for park and ride lots and adopt standards for their development. Several such lots are designated on the Plan Map and dedication of land for each site shall be required as part of the approval process for development of adjoining parcels.

#### **POLICY 17.17**

The City should strive to achieve at least a traffic Level of Service "C" throughout the City. During the course of Plan buildout it may occur that temporarily higher Level of Service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs.

#### **POLICY 17.18**

The City will work with the California Department of Transportation in planning for and funding freeway interchange improvements and additional interchanges along U.S. Highway 50. A specific study should be prepared by the City to determine the required phasing of construction of freeway and interchange improvements based upon buildout of land uses designated on the Plan Map.

#### **POLICY 17.19**

Because the Traffic Studies upon which this Transportation and Circulation Element are based shows various intersections which will not achieve Level of Service "C", the City should adopt a mandatory TSM program that applies to existing as well as future development and will ensure the assumed reduction in peak hour trips. Prior to adoption of the Program by the City, all discretionary development permits issued by the City should require the applicants to participate in the TSM program when enacted. Specific Studies should be conducted to determine the most desirable methods for achieving the required level of trip reduction.

#### **POLICY 17.20**

The City shall develop a long range public transit plan for Folsom. Such a Plan shall be developed in cooperation with SACOG and Regional Transit, and shall include a study to determine the feasibility and financing requirements of:

1. Continued City operated intra-community bus service.
2. Continued City operated commuter bus service to downtown Sacramento and/or service to the nearest RT Metro Rail Station.
3. Extending RT Metro service to Folsom and the preservation of future rights-of-way.

#### **POLICY 17.21**

Establishment of speed limits for streets within residential areas should include consideration of the potential traffic noise reduction

which may be achieved through lower speeds. In some cases it may be appropriate to establish a lower speed limit than may be allowed by roadway design to accomplish the goal of maintaining acceptable traffic noise levels within a neighborhood.

#### **POLICY 17.22**

The City shall require a minimum two lanes of arterial roads to be installed adjacent to or in the vicinity of new subdivisions.

## **HOUSING ELEMENT GOALS AND POLICIES**

### **GOAL 18**

To provide for the City's regional share of new housing for all income groups.

#### **POLICY 18.1**

Maintain sufficient land zoned at a range of residential densities to accommodate the City's regional share of housing.

#### **POLICY 18.2**

Identify sites that are suitable for multifamily housing and residential redevelopment.

#### **POLICY 18.3**

To encourage home builders to use multifamily-designated land for the highest allowed density housing consistent with the City's low- and moderate-income housing needs.

### **GOAL 19**

To encourage the provision of affordable housing.

#### **POLICY 19.1**

The City will make use of state and federal programs for which it would be the applicant, and work with non-profit and for-profit developers to make use of those programs for which the developer must be

the applicant. As one of its first implementation actions, the City will identify available, funded programs, determine which of those programs could be used in Folsom (based on the purpose and eligibility requirements for each program), and determine the most appropriate public agency or private entity to take primary responsibility for applying for funding.

#### **POLICY 19.2**

The City will also investigate the feasibility of issuing tax-exempt bonds or mortgage credit certificates to provide low-interest financing for affordable housing.

#### **POLICY 19.3**

The City will provide density bonuses to home builders proposing to include at least 10% very low-income housing or 20% low-income housing in their residential developments.

#### **POLICY 19.4**

The City will work with non-profit organizations, to identify potential projects and sources of funding to develop low- and moderate-income housing.

#### **POLICY 19.5**

The City will identify surplus government property that could be used for construction of housing affordable to

low- and moderate-income households and encourage interested developers to make use of such land.

#### **POLICY 19.6**

The City will develop a plan for the use of redevelopment tax increment funds set-aside for the construction and rehabilitation of housing for low- and moderate-income households.

#### **GOAL 20**

To improve the existing supply of housing.

#### **POLICY 20.1**

Provide property owners with assistance to inspect and identify code violations in residential buildings.

#### **POLICY 20.2**

Continue to apply for state and federal assistance for housing rehabilitation for low-income households. Rental housing that is repaired with government assistance shall remain affordable to low-income households for a specified period of time.

#### **POLICY 20.3**

Require the abatement or demolition of substandard housing that is not economically feasible to repair and which represents a health and safety threat.

#### **POLICY 20.4**

Seek, through code enforcement, the private rehabilitation of substandard dwelling units and provide financial assistance, when available, to owners of dwelling units occupied by low-income

households. In applying this policy, the City shall seek to avoid the displacement of low-income households.

#### **POLICY 20.5**

Periodically survey housing conditions in the to maintain a current data base on housing repair needs.

#### **POLICY 20.6**

Allocate a portion of the City's redevelopment tax increment set-aside funds for preserving substandard housing occupied by lower-income households.

#### **GOAL 21**

To ensure equal housing opportunity

#### **POLICY 21.1**

The City will provide information and referral to individuals with fair housing complaints.

#### **GOAL 22**

To promote energy conservation

#### **POLICY 22.1**

Continue to implement state energy-efficient standards.

#### **POLICY 22.2**

Include energy conservation guidelines as part of the development standards for the specific plan area.

#### **POLICY 22.3**

Provide weatherization assistance to low-income households.

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**GOAL 22-A**

To promote the preservation of historic residences.

**POLICY 22-A.1**

The City will encourage the preservation of residential buildings with historic or architectural value.

**GOAL 22-B**

To develop a plan for the use of redevelopment housing set-aside funds.

**POLICY 22-B.1**

The City will prepare a plan to guide the use of redevelopment tax-increment funds set aside to support low- and moderate-income housing programs.

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**OPEN SPACE AND CONSERVATION ELEMENT****GOAL 23**

To preserve existing heritage trees through a City Ordinance.

**POLICY 23.1**

The City shall continue to enforce the Tree Preservation/Landscape Ordinance and identify heritage trees to be preserved. Site designs shall consider building and parking configurations which will preserve as many heritage trees as possible.

**POLICY 23.2**

Replacement trees shall be required whenever existing trees are removed.

**POLICY 23.3**

The City may allow proposed development to be concentrated on a

portion of a site and include taller buildings or smaller lot sizes to preserve a greater number of existing trees.

**GOAL 24**

To ensure that projects contain landscaping and trees that compliment the City's natural character.

**POLICY 24.1**

Development projects shall contain landscaping of common or public areas, surface parking areas, and streets bordering the project.

**POLICY 24.2**

Prior to the granting of a building permit, a project must have an approved landscaping plan showing the location, type, and proposed maintenance of landscaping.

### **POLICY 24.3**

The developer or property owners shall be responsible for maintaining landscaping required as part of the project approval for residential developments where there are common areas, and for all commercial and industrial developments. The City will require the establishment of a landscaping maintenance district or other legally binding maintenance agreement and will reserve the power to enforce the maintenance agreement through appropriate means.

### **POLICY 24.4**

The City shall adopt a landscaping ordinance with standards for:

1. Preferred types of plants and materials.
2. Agreements to ensure the continued maintenance of landscaped areas.
3. Minimum size of trees upon planting.
4. Amount of landscaping area.

### **GOAL 25**

Wherever feasible, to preserve, acquire, rehabilitate, enhance and maintain the identified resources for the use and enjoyment of present and future generations. The identified resources include, but are not limited to:

1. Northern Hardpan Vernal Pools and Associated Sensitive Flora
2. Valley Bunch Grasslands and Associated Sensitive Flora
3. Freshwater Marshlands and Associated Sensitive Flora
4. Riparian Forests and Woodlands and Associated Sensitive Flora
5. Oak Savannah and Woodlands and Associated Sensitive Flora
6. Permanent and Seasonal Wetlands and Associated Sensitive Flora
7. American River Corridor
8. Humbug Creek
9. Blue Ravine Creek
10. Hinkle Creek
11. Willow Creek
12. Lake Natoma
13. Folsom Lake
14. Willow Hill Reservoir, if feasible
15. Tricolored Blackbird
16. Swainson's Hawk

### **17. Tiger Salamander**

### **18. Valley Elderberry Longhorn Beetle**

### **19. Folsom Boulevard Scenic Corridor, from Highway 50 to Sutter Street**

### **20. Greenback Lane Scenic Corridor, from the Folsom City Limits to Riley Street**

### **21. East Natoma Street Scenic Corridor, from Oak Avenue Parkway to the El Dorado County Line**

### **22. Folsom-Auburn Road Scenic Corridor, from the Folsom City Limits to Greenback Lane**

### **POLICY 25.1**

The surface and groundwater quality of Folsom shall not be degraded from City standards.

### **POLICY 25.2**

The City may obtain fee title or protective easements of identified resources.

### **POLICY 25.3**

Sensitive habitat areas and open space shall have their borders defined by public access ways, and/or shall have views from adjacent buildings oriented toward the areas.

### **POLICY 25.4**

The City shall require that a qualified biologist conduct a vegetative/wildlife field survey, and analysis prior to consideration of development applications for projects within or adjacent to sensitive habitat areas and potential habitats for sensitive wildlife and floral species.

### **POLICY 25.5**

The City shall adopt standards for the designation, enhancement and maintenance of identified sensitive habitat areas.

### **POLICY 25.6**

The City shall establish a vegetation preservation ordinance which:

1. Specifies native or "naturalized" vegetation which should be given highest priority for preservation.

2. Requires an applicant to show the approximate location of existing priority vegetation.

3. Specifies the quantity and manner of vegetation which must be planted for replacement.

#### **POLICY 25.7**

Trees and other vegetation comprising riparian or other special habitats targeted for preservation should be preserved regardless of whether they are heritage trees.

#### **GOAL 26**

The City shall actively encourage the restoration and maintenance of historic buildings or sites.

#### **POLICY 26.1**

Identification and publication of available federal, state and private funding sources and incentive programs.

#### **POLICY 26.2**

The City should adopt consistent standards for development, public improvements, alley utilization, and frontage improvements for the original 50' x 140' lots situated within the original town boundaries, including the area generally bounded by Bidwell Street, Riverway, Stafford Street and Folsom Boulevard.

#### **GOAL 27**

To preserve, acquire, rehabilitate, enhance and maintain the City's identified open spaces for passive and active recreational uses.

#### **POLICY 27.1**

The City shall encourage the improvement of public access to recreational facilities and open spaces through:

1. The publication of a trails and recreation guide which maps the trails, open spaces, and parks within the City of Folsom and

shows the interconnection with trails and facilities in adjoining communities. The guide shall describe the facilities and hours of operation.

2. The City should require the new parks and open spaces shall be easily accessible to the public, including the mobility impaired.

#### **POLICY 27.2**

The City shall develop parkway plans for each identified sensitive habitat area and should include:

1. Provision for pedestrian, bike and/or equestrian trail(s) with connections to adjacent trail systems.
2. Provision for trailhead/parking areas spaced along parkways.
3. Consideration of the development of interpretive centers or trails within parkways.

#### **POLICY 27.3**

The City shall adopt a Scenic Corridor Plan for the identified scenic corridors including but not limited to:

1. Folsom Boulevard Scenic Corridor, from Highway 50 to Sutter Street.
2. Greenback Lane Scenic Corridor, from the City Limits to Riley Street.
3. East Natoma Street Scenic Corridor, from Oak Avenue Parkway to the El Dorado County Line.
4. Folsom-Auburn Road Scenic Corridor, from the City Limits to Greenback Lane.

#### **POLICY 27.4**

The City shall encourage land owners to consolidate identified habitats, open space and park lands between separately owned development projects and individually owned properties where feasible.



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## **GOAL 28**

To provide for the production of natural resources when compatible with the goals and policies of this General Plan.

### **POLICY 28.1**

The City should adopt water conservation measures which reduce water consumption, by user type.

### **POLICY 28.2**

The quality and quantity of surface water runoff from a property shall not exceed existing flows or existing quality or shall comply with City standards for off-site drainage. The City shall implement a surface-runoff water quality monitoring program to insure compliance with City standards.

### **POLICY 28.3**

The City should maintain existing and develop new sources of water to ensure adequate, long term and high quality water supplies.

### **POLICY 28.4**

The City shall when feasible require new development on dredge tailings to reclaim the

tailings in conformance with the guidelines and regulations of the California Division of Mines and Geology.

### **POLICY 28.5**

Where feasible, the City shall protect existing or future mining and/or gravel extraction sites from encroachment of non-compatible uses through phasing of development and performance standards. The City recognizes that, as a practical matter, the prospects for mining and/or gravel extraction are extremely unlikely in view of the restrictions upon the issuance of surface mining permits imposed by Ordinance No. 613 adopted in response to an initiative measure.

### **POLICY 28.6**

The City shall encourage community wide recycling in an effort to conserve natural resources and reduce solid waste disposal. This may be established through the development of recycling programs promoted and sponsored by the City with non-profit groups. These programs could include but not be limited to curbside recycling programs, siting of a recycling center or drop off collection centers.

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## **SAFETY ELEMENT GOALS AND POLICIES**

## **GOAL 29**

To protect lives and property from unacceptable risks resulting from natural and man-made hazards.

### **POLICY 29.1**

Fire and Police Department personnel/resident population ratios shall be maintained at adequate levels as defined by the City Council.

### **POLICY 29.2**

The City shall maintain a fire prevention and retention program for buildings.

### **POLICY 29.3**

The City shall develop standards for building within the 100 year floodway to assure that the water flows above stream and downstream from a property will not be altered from existing levels.

### **POLICY 29.4**

The City shall work with the U.S. Army Corp of Engineers in developing standards for development within the inundation boundary resulting from a failure of Folsom Dam or the dikes retaining Folsom Lake.

#### **POLICY 29.5**

The City shall prepare, publish and coordinate an emergency response plan which addresses medical care, escape routes, mutual aid agreements, temporary housing and communications.

#### **POLICY 29.6**

The City shall encourage the preparation

and distribution to the general public of a safety guide for the use and enjoyment of Folsom's resources.

#### **POLICY 29.7**

The City shall cooperate with SMUD's efforts in preparing and publishing an emergency evacuation plan for Rancho Seco Nuclear Power Plant.

## **NOISE ELEMENT GOALS AND POLICIES**

### **GOAL 30**

To protect the citizens of Folsom from the harmful effects of exposure to excessive noise and to protect the economic base of Folsom by preventing the encroachment of incompatible land uses within areas affected by existing noise-producing uses.

#### **POLICY 30.1**

Provide sufficient noise exposure information in the General Plan data base so that existing and potential noise impacts may be effectively addressed in the land use planning and project review processes.

#### **POLICY 30.2**

Develop and implement effective strategies to abate and avoid excessive noise exposures in the City by requiring that effective noise mitigation measures be incorporated into the design of new noise-generating and new noise-sensitive land uses.

#### **POLICY 30.3**

Protect areas within the City where the present noise environment is within acceptable limits.

#### **POLICY 30.4**

Areas within the City of Folsom shall be designated as noise impacted if exposed to existing or projected exterior noise levels exceeding 60 dB Ldn/CNEL or the performance standards of Table 26-3 of the Noise Element.

Noise created by non-transportation-related noise sources associated with new projects or developments shall be controlled so as not to exceed the noise level standards as set forth below as measured at any affected residentially designated lands or land use situated in either the incorporated or unincorporated areas. New residential development shall not be allowed where the ambient noise level due to non-transportation-related noise sources will exceed the noise level standards as set forth below:

**TABLE 26-3**

### **NOISE LEVEL PERFORMANCE STANDARDS FOR NEW PROJECTS AND DEVELOPMENTS**

CATEGORY	EXTERIOR NOISE LEVEL STANDARDS, DBA		
	CUMULATIVE NUMBER OF MINUTES IN ANY ONE-HOUR TIME PERIOD	DAYTIME 7:00 A.M. TO 10:00 P.M.	NIGHTTIME 10:00 P.M. TO 7:00 A.M.
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65

Each of the noise level standards specified above shall be reduced by five DBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

Noise from single occurrences such as the passage of locomotives, heavy trucks or aircraft should also be evaluated in terms of single event noise levels. The maximum noise level created by such an event may have the potential to result in activity interference even though the cumulative noise exposure in terms of Ldn is within acceptable limits. The potential for sleep disturbance is usually of primary concern in such cases, and should be evaluated on a case-by-case basis.

#### **POLICY 30.5**

New development of residential or other noise sensitive land uses will not be permitted in noise impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels to:

1. For noise due to traffic on public roadways, railroad line operations and aircraft: 60 dB Ldn/CNEL or less in outdoor activity areas, and interior noise levels to 45 dB Ldn/CNEL or less. Where it is not possible to reduce exterior noise due to these sources to 60 dB Ldn/CNEL or less by incorporating a practical application of the best available noise-reduction technology, an exterior noise level of up to 65 dB Ldn/CNEL will be allowed. Under no circumstances will interior noise levels be permitted to exceed 45 dB Ldn/CNEL with the windows and doors closed.
2. For non-transportation related noise sources: achieve compliance with the performance standards contained within Table 26-3.
3. If compliance with the adopted standards and policies of the Noise Element will not be achieved, a statement of overriding considerations for the project must be provided.

#### **POLICY 30.6**

When industrial, commercial land uses or other uses including non-transportation related noise sources are proposed which would affect

areas containing noise sensitive land uses, noise levels generated by the proposed use shall not exceed the performance standards contained within Table 26-3.

#### **POLICY 30.7**

Prior to approval of proposed development of residential or other noise-sensitive land uses in a noise impacted area, an Acoustical Analysis may be required. The acoustical analysis shall:

1. Be the responsibility of the applicant.
2. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
3. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
4. Include estimated noise levels in terms of Ldn/CNEL and/or the standards of Table 3 for existing and projected future (20 years hence) conditions, with a comparison made to the adopted policies of the Noise Element.
5. Include recommendations for appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.
6. Include estimates of noise exposure after the prescribed mitigation measures have been implemented.

#### **POLICY 30.8**

The City of Folsom shall endeavor to develop and employ procedures to ensure that requirements imposed pursuant to the findings of an acoustical analysis are implemented as part of the project review and building permit processes. The appropriate time for requiring an acoustical analysis would be as early in the project review process as possible so that noise mitigation may be an integral part of the project design.

#### **POLICY 30.9**

Noise level criteria applied to land uses other than residential or other noise sensitive uses shall be consistent with the standards in Figure 26-5.

#### **POLICY 30.10**

The City of Folsom shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that an acoustical analysis be prepared for all new developments of multi-family dwellings, condominiums, hotels and motels proposed for areas within the 60 dB Ldn/CNEL contour of a major noise source for the purpose of documenting that an acceptable interior noise level of 45 dB Ldn/CNEL or below will be achieved. UBC Chapter 35 requires that common wall and floor/ceiling assemblies within multi-family dwellings comply with minimum standards concerning the transmission of airborne sound and structure-borne impact noise.

#### **POLICY 30.11**

The City of Folsom shall adopt a community noise control ordinance to address noise complaints and to provide local industry with performance standards for future development and equipment modifications. The ordinance should be consistent with the model noise control ordinance contained in the data base of the General Plan.

#### **POLICY 30.12**

The City of Folsom shall actively enforce

existing sections of the California Vehicle Code relating to adequate vehicle mufflers and modified exhaust systems.

#### **POLICY 30.13**

The findings and specific policies of the Noise Element shall be incorporated into the City of Folsom Zoning Code as appropriate.

#### **POLICY 30.14**

The City of Folsom shall periodically review and update the Noise Element to ensure that noise exposure information and specific policies are consistent with changing conditions within the community and with noise control regulations enacted after the adoption of this Element.

#### **POLICY 30.15**

If noise barriers are required to achieve the noise level standards contained within this Element, the following construction practices are recommended:

1. Noise barriers exceeding six feet in height relative to the roadway should incorporate an earth berm so that the total height of the solid portion of the barrier (such as masonry or concrete) does not exceed six feet.
2. The total height of a noise barrier above roadway elevation should normally be limited to 12 feet.
3. The noise barriers should be designed so that their appearance is consistent with other noise barriers in the project vicinity.





## **AIR QUALITY ELEMENT GOALS AND POLICIES**

### **GOAL 31**

To improve the air quality of the City of Folsom including:

1. Achievement and maintenance of ambient air quality standards established by the U.S. Environmental Protection Agency and the California Air Resources Board.
2. Minimizing public exposure to toxic or hazardous air pollutants.
3. Limiting visibility reducing particulate matter in the atmosphere.
4. Minimizing public exposure to air pollutants which create a public nuisance through irritation to the senses or unpleasant odor.

**FIGURE 26-5**  
**LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS**

LAND USE CATEGORY	COMMUNITY NOISE Ldn or CNEL, dB						INTERPRETATION
	55	60	65	70	75	80	
Residential - Single Family Duplex, Mobile Home							<div>  <b>NORMALLY ACCEPTABLE</b>            Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.         </div>
Residential - Multi-Family							
Transient Lodging - Motel, Hotel							
School, Library, Church, Hospital, Nursing Home							<div>  <b>CONDITIONALLY ACCEPTABLE</b>            New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.         </div>
Auditorium, Concert Hall, Amphitheatre							
Sports Arena, Outdoor Spectator Sports							
Playground, Neighborhood Park							<div>  <b>NORMALLY UNACCEPTABLE</b>            New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.         </div>
Golf Course, Stable, Water Recreation, Cemetery							
Office Building, Business, Commercial & Professional							
Industrial, Manufacturing, Utilities, Agriculture							<div>  <b>CLEARLY UNACCEPTABLE</b>            New construction or development should generally not be undertaken.         </div>

#### CONSIDERATIONS IN DETERMINATION OF NOISE - COMPATIBLE LAND USE

##### A. NORMALIZATION NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitable with respect to a "normalized" value of CNEL or  $L_{dn}$ . Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated of CNEL or  $L_{dn}$ .

##### B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposures do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which to encourage land compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to

comply with the Act, residential uses located in Community Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

##### C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of  $L_{dn}$ . This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to noise source.

##### D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

### **POLICY 31.1**

Because the City of Folsom shares the air basin with other jurisdictions, and suffers from poor air quality due to regional ozone violations, the City shall work cooperatively with other members of the Sacramento Area Council of Governments, the Sacramento County Air Pollution Control District, the California Air Resources Board, CALTRANS, and the U.S. Environmental Protection Agency toward the development of a consistent and effective approach to the regional air pollution problem. The City will participate in the updating of the 1982 Air Quality Plan, and incorporate Air Quality Plan update measures into the General Plan.

### **POLICY 31.2**

The City shall use consistent and accurate procedures approved by the California Air Resources Board in the review of projects which may have air quality impacts. Comments on the analysis shall be solicited from the Sacramento County Air Pollution Control District and the Air Resources Board.

### **POLICY 31.3**

The City shall encourage the adoption of more stringent vehicle emission standards and enhancements to the Smog Check program through active participation in hearings held by the State Legislature, the California Air Resources Board and the Bureau of Automotive Repair.

### **POLICY 31.4**

To minimize air quality impacts mitigation measures shall be required for transportation emissions associated with all development estimated to generate 2,000 or more trips per day. Measures may include:

1. Project proponent funding of roadway improvements.
2. Commercial/industrial project proponent sponsorship of van pools or club buses.
3. Project proponent funded transit subsidies sufficient to reduce emissions from transit through the substitution of diesel-fueled

buses with buses powered by alternative fuels, such as methanol and electric.

4. Commercial/industrial project sponsored daycare and employee services at the employment site.

5. Park and ride lots.

### **POLICY 31.5**

The City shall work with the Air Resources Board or Sacramento County Air Pollution Control District in establishing a carbon monoxide monitoring program in order to accurately determine the status of carbon monoxide air quality and to quantify the impacts of growth and development in the Folsom area.

### **POLICY 31.6**

Non-retail industrial and non-retail commercial projects which directly emit air pollutants should be located in areas designated for industrial development, and separated from residential mixed use areas.

### **POLICY 31.7**

All employers of 50 or more full time employees per shift shall develop and implement incentive-based trip reduction programs for their employees. Incentives may include:

1. Provision of reserved and preferentially located parking spaces for the exclusive use of employees who actively participate in ride-sharing.
2. Provision of secure bicycle storage facilities.
3. Provision of shower and locker facilities for use by employees who commute by non-motorized means.
4. Distribution by employers of current information regarding the availability, cost and schedules of public transit.
5. Employer provision of economic incentives to maximize the use of transit, ridesharing, van pooling and non-motorized transportation.

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**POLICY 31.8**

The City shall participate in the development of a regionally consistent transportation emissions accounting system so that transportation emission reductions are accounted for, and those responsible receive appropriate credit.

**POLICY 31.9**

The City should encourage bicycle usage through the development and maintenance of a safe and comprehensive bikeway system which includes:

1. The provision of securely anchored bicycle racks.
2. Sidewalks in residential development with protective curbing and adequate lighting.

**POLICY 31.10**

The City of Folsom shall develop, as part of its transportation plan and the Transportation and Circulation Element of the General Plan, a transit development plan so that Folsom residents may safely and conveniently use transit for work, school, shopping, recreational and other trips within the City and outside of the City.

**GOAL 32**

To minimize public exposure to toxic or hazardous air pollutants.

**POLICY 32.1**

Reference Policy 31.6.

**GOAL 33**

To minimize visibility-reducing particulate matter in the atmosphere.

**POLICY 33.1**

Reference Policy 31.7.

**POLICY 33.2**

Reference Policy 31.9.

**GOAL 34**

To minimize public exposure to air pollutants which create a public nuisance through irritation to the senses or unpleasant odor.

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## **PARKS AND RECREATION ELEMENT GOALS AND POLICIES**

**GOAL 35**

To achieve and maintain quality parks which provide optimum satisfaction to the leisure and recreation needs of the citizens.

**POLICY 35.1**

The City shall construct parks with originality and innovation in design that provide challenge and self-renewal to the user and viewer.

**POLICY 35.2**

The City shall develop a listing of equipment standards and design guidelines for parks and recreation facilities.

**POLICY 35.3**

The City shall maintain its parks and recreation facilities in accordance with City adopted maintenance standards.

**POLICY 35.4**

The City shall encourage, where appropriate, the inclusion of bikeways, walkways, and equestrian trails in parks, parkways, and open space acreage.

**POLICY 35.5**

Where feasible, park sites throughout the City shall be integrated with the Bikeways Mas-

ter Plan and bicycle trails outside the City such as the American River Bike Path.

#### **POLICY 35.6**

The City shall encourage the development of parks with night-use capability.

#### **POLICY 35.7**

The City shall encourage construction of shelters, such as pavilions, arbors, lattice canopies, etc. to form shade and shelter for year round use. In conjunction with the shelters, the planting of trees shall be encouraged to increase the shade areas and aesthetics of the parks.

#### **POLICY 35.8**

Parkland shall be accepted by the City, if judged to be useful for passive and/or active uses. Land constrained by drainage, slopes or structures which limit the full recreational use of the site shall not be accepted for full credit under the City Parkland Dedication Ordinance. Such lands may be accepted as open space or parkway acreage. Partial credit for constrained lands may be allowed if they are found to be usable or can be made usable in compliance with standards for parkland dedication included in the Parks and Recreation Master Plan.

#### **POLICY 35.9**

Lands designated as open space on the Land Use Map of this General Plan may be used for parks, but shall not be credited as parkland pursuant to the Parkland Dedication Ordinance.

Open spaces are an existing resource within Folsom as identified in the General Plan and that to credit these lands for parkland would reduce the full potential of open space that the City requires in order to achieve and maintain the desired quality of life.

#### **POLICY 35.10**

The City shall actively encourage the protection and preservation of natural habitats identified in the Open Space and Conservation Element.

#### **POLICY 35.11**

The City shall strive to acquire and develop parklands within existing neighborhoods which comply with the standards of this Element and the General Plan.

#### **POLICY 35.12**

The following standards are the minimum acceptable standards for parks, open space and recreation facilities in the City of Folsom:

#### **PARK ACREAGE STANDARD**

Five acres per thousand population (5 acres per 1,000 persons).

#### **PARKLAND**

Areas are generally designated on the Land Use Map of the General Plan for park acreage credit. Those lands which are consistent with the goals and policies of this Element and the General Plan and the Park and Recreation Master Plan shall be credited as parkland.

#### **PARK CATEGORIES**

In order to provide a balance, parks have been categorized in terms of their function and sizes. The acreages listed are approximate desirable sizes. The categories are:

- **Mini Parks (1 to 2 Acres):** Specialized facilities that usually serve a concentrated or limited population or specific group such as tots or senior citizens. Mini parks may feature children's play areas, quiet game areas, landscaping and some sport activities such as multi-purpose courts if space allows. Ideal in close proximity to apartment complexes, townhouses, or elderly housing. May be used to enhance beauty of the City.
- **Neighborhood Parks (10 to 20 Acres):** A recreation area which provides for indoor and outdoor programs and activities. Neighborhood recreation parks should serve one neighborhood, and be centralized within that neighborhood, a park which can be walked to by children. Where possible they



should be located next to schools to avoid duplication and achieve joint use advantages. Neighborhood recreation parks should primarily serve the needs of the neighborhood residents.

- **School/Parks (10 to 20 Acres):** A neighborhood park located adjacent to a school. See Neighborhood Park.
- **Schools (10 to 20 Acres):** School playing fields and facilities can be shared with the City Parks and Recreation program to maximize facilities use. Conversely, parks and other recreational facilities can be shared with schools to enhance school facilities and reduce the need for duplicate facilities and programs.
- **Special Use Areas (Undetermined):** Within the City there are special use areas which do not fit easily in the other categories.
- **Community Parks (20 to 60 Acres):** A recreation area which provides recreational opportunities for several neighborhoods. Community parks should avoid duplication of facilities already provided in neighborhood recreation parks, and where suitable, be located adjacent to a secondary school. It should include such facilities as an aquatic center, provision for evening recreation, indoor facilities, amphitheater, specialized athletic fields, tennis, handball, basketball courts, large and small picnic areas, and barbecue facilities, convenient parking, tot play apparatus and restrooms.
- **Regional Parks (200+ Acres):** A recreation area which provides some remoteness from the urban setting or has features of regional significance including opportunities not possible in other parks within the City park system. This type of park serves a population within a large region, usually those within an hour's travel time. A regional park may be the joint effort of more than one government agency. It should be developed to preserve existing natural areas, areas of great scenic beauty, or areas of historical interest. A regional park could include such facilities as arboretums, camping areas,

boating and fishing facilities, bicycling, equestrian and hiking trails, and other special use facilities.

- **Open Space/Natural Areas/Parkways (Undetermined):** Natural habitat areas, stream courses, utility easements or other corridors designated in the Open Space and Conservation Element and/or Circulation Element for purpose of preservation of natural features or circulation. Open space is clearly distinguished from park acreage and shall not be calculated or credited as parkland acreage. Parkways shall be preserved in their natural state with a network of trails for walking, cycling and horseback riding. Parkways are classified as open space for the preservation of natural resources and shall not be credited as parkland acreage.

## **SPACE STANDARDS**

Park sites and related standards are based Table 31-2. User distribution, user preference, accessibility, availability, and economic factors are to be individually considered.

## **GOAL 36**

To acquire and improve land and facilities recreational use in pace with local needs.

### **POLICY 36.1**

The City shall acquire and develop sufficient lands to meet the recreational needs of the citizens.

### **POLICY 36.2**

The City shall encourage the creation of a series of parks that serve as focal points for surrounding neighborhoods.

### **POLICY 36.3**

The City shall encourage the development of parkways and greenbelts as an integral link between the Citywide park system.

**TABLE 31-2  
PARK ACREAGE STANDARDS**

<b>PARK CATEGORY</b>	<b>SERVICE AREA</b>	<b>DESIRABLE SIZE</b>	<b>ACRES/1000 POPULATION</b>	<b>POPULATION</b>
Mini Park	Less than 1/4 mile radius	1-2 acres	.5 to 1 acre -	1,000-2,000
Neighborhood Park	1/4-1/2 mile radius	15 acres	2.5 to 3.5	2,000-5,000
Community Park	Several Neighborhoods 1-2 miles	45 acres	2.5 to 3.5	12,000-25,000
Special Use Recreation Area/ Natural Area/ Wildlife Area/ Parkway	Not applicable standard	Variable depending on desired size	Variable	Within community 25,000 - 50,000
Regional	Several communities within one hour driving time radius	200 + acre	5 to 10	Contiguous to or encompassing natural resources

#### **POLICY 36.4**

The City shall monitor the condition of all facilities in order to repair and replace equipment as needed, and insure that State safety standards and guidelines are being met.

#### **POLICY 36.5**

The City shall develop programs to identify and attain alternative sources of funding for the acquisition and development of parklands and financing of recreation programs.

#### **POLICY 36.6**

The City shall improve undeveloped and developed parkland as financially feasible.

#### **POLICY 36.7**

The City shall develop and maintain a capital improvement program for long term and short term recreation projects.

#### **GOAL 37**

To achieve and maintain quality recreation activities which provide optimum satisfaction to the leisure and recreation needs of the citizens.

#### **POLICY 37.1**

The City shall encourage the provision of programs and activities designed to meet the recreational needs of the residents of Folsom.

#### **POLICY 37.2**

The City shall continue to develop facilities and programs for indoor and outdoor activities directed toward the needs of the neighborhood served.

#### **POLICY 37.3**

The City shall encourage the incorporation into parks and recreation planning the needs of all age groups, handicapped, and special interest groups.

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**POLICY 37.4**

The City shall encourage the expansion of services to senior citizens and latch key kids.

**POLICY 37.5**

The City shall encourage and/or co-sponsor various ethnic programs and activities of local interest.

**POLICY 37.6**

The City shall encourage that residents of Folsom be given first priority in participation of recreation sponsored programs, activities, and leagues.

**POLICY 37.7**

The City shall encourage or co-sponsor programs that involve the entire family, e.g., Family Fun Faire, Sports and Field Day, community picnics, and Kite Day.

**GOAL 38**

To involve and inform the residents, merchants, and visitors of the need for public participation in planning, development, and proper maintenance of recreation facilities.

**POLICY 38.1**

The City shall strive to implement registration procedures which require minimal paperwork for individuals and groups.

**POLICY 38.2**

The City shall encourage citizen participation in park and recreation planning through the Park and Recreation Commission.

**POLICY 38.3**

The City shall encourage neighborhood beautification projects, anti-pollution drives, recycling and other conservation activities that enhance the environment.

**POLICY 38.4**

The City shall develop a handbook of facility use and maintenance for groups and individuals using City facilities.

**POLICY 38.5**

The City shall continue to publish and advertise recreation programs, leagues and special events at a minimum of three times per year.

**GOAL 39**

To effectively use the resources of the City of Folsom and other governmental entities (such as school districts, county, state and federal agencies) to accomplish coordinated, effective planning of recreation and leisure activities.

**POLICY 39.1**

The City shall encourage those agencies actively providing recreational programs and activities to continue those programs and activities.

**POLICY 39.2**

The City shall encourage the use of college interns in all areas of parks and recreation.

**POLICY 39.3**

The City shall encourage the use of community residents to instruct special interest programs; e.g., fishing, fly-tying, gun safety, dance, etc. The City may serve as coordinator for such programs by providing facilities, public relations, instructors, and by paying instructor fees.

**POLICY 39.4**

The City shall encourage the aid of State or County park rangers, i.e., Folsom Lake State Recreation Area, to provide leadership in programs that inform the community on topics such as conservation and fire safety.

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#### **POLICY 39.5**

The City shall continue the execution of a joint use, and development arrangement with the Folsom Cordova Unified School District and encouraging an agreement with the Los Rios Community College District.

#### **POLICY 39.6**

The City shall work cooperatively with the County Department of Parks and Recreation, State Department of Parks and Recreation, State Department of Corrections and State Department of Fish and Game in coordinating facility development and program offerings.

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## **PUBLIC FACILITIES ELEMENT GOALS AND POLICIES**

### **GOAL 40**

To set targets for the ultimate build-out of the City, to plan for the provision of public facilities and services to meet this level of development, and to phase development according to the capacity of public facilities and services to meet those targets.

#### **POLICY 40.1**

No permit for construction shall be issued for any new development not served by existing municipal facilities until the following condition have been met:

1. The applicant can provide for the installation and/or financing (through fees or other means) of needed public facilities.
2. The project is included in the area covered by an existing facilities plan approved by the City.
3. The project can be served by on-site or private facilities meeting City and County health and safety requirements.

#### **POLICY 40.2**

The City shall require the preparation of a facilities plan for an identified area when:

1. Development of an area necessitates the provision, extension, and/or expansion of municipal services and facilities which are not customarily constructed by a developer; or
2. There is a need for services or facilities not otherwise funded by regular City fees; or

3. The construction of the necessary services and facilities cannot be logically or economically provided by one landowner/developer in the normal sequence of orderly development.

#### **POLICY 40.3**

An area facilities plan shall include, but not be limited to the following:

1. The description of the plan area and the basis for the selection of the proposed boundaries and the development potential of the area when it is based on a comprehensive land use map.
2. A statement of the plan's consistency with the Folsom General Plan and the City's Urban Development Policy.
3. Identification of the nature and extent of facilities necessary to serve the area and a schedule of estimated time within which facilities must be constructed.
4. Engineer's estimate of the total cost of such improvements (including plan preparation).
5. A plan for the equitable apportionment of costs among benefitted properties and adjustments thereof based upon the time such costs are paid.
6. The nature of the obligation of each land owner or developer.
7. Discussion of the options available to finance the improvements, including, but not limited to, construction by developers.

not limited to, construction by developers, an assessment district, fees, or a combination of these and/or other provisions.

8. Provisions for amendments to the Plan, which may result from changes in the plan area, development patterns, etc.
9. Provisions to refund or reimburse land - owners who construct facilities with capacity beyond the ultimate need of their developments.
10. Provisions for administration of the area plan and the collection and distribution of funds.
11. A statement which recognizes that the financial commitments required pursuant to such plans are not in lieu of other municipal service and facilities fees. The financial commitments of land owners/developers shall be taken into account by the City in determining the extent of the imposition of such other municipal service and facilities fees.
12. A statement which recognizes that the Area Facilities Plan is not intended to be responsible for the provision of all possible public facilities that will be needed in the future and that there are or may be additional costs/fees established by the City and other jurisdictions (such as school districts) that may apply to the area. However, the plan must address the need for all public facilities which may reasonably be assumed to be necessary during buildout of the area.

#### **POLICY 40.4**

All new development projects shall be planned for an urban level of services:

1. Sidewalks, gutters, and storm drains constructed to standards established by the City, except for residential estates and other projects when appropriately excluded.

2. Sanitary sewer lines of appropriate size to accommodate the project and that will tie into the City's main lines.
3. Public or private roads that can accommodate at least two lanes of traffic.
4. Parking and circulation systems that accommodate emergency vehicles and equipment.

#### **POLICY 40.5**

The City shall annually monitor the City's available municipal water supply to ensure adequate reserves exist to serve projected water demand. In the event projected demand exceeds supply, the City may take the following actions to prevent the anticipated shortfall.

1. Condition development approvals on the availability of identified water supplies.
2. Building permits covered by the former General Plan area should be restricted until such time as the City determines adequate supplies exist to allow unrestricted hook-ups to the municipal water system.
3. Seek to renegotiate municipal water contracts with large water demand users.
4. Within the area known as the East Area Facilities Plan Area consisting of approximately 3,900 acres, and any area south of U.S. Highway 50 which could be annexed to the City, the City shall not approve a final subdivision map or final parcel map, or other entitlement which would permit the commencement of construction until such time as the City has acquired an additional water supply which is adequate to supply such development as required under the Urban Development Policy. This prohibition shall not preclude the approval of final parcel maps covering all or a portion of the property covered by an approved tentative subdivision map, where multiple final subdivision maps are to be filed pursuant to Government Code Section 66456.1.

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## **HAZARDOUS MATERIALS ELEMENT GOALS AND POLICIES**

### **GOAL 41**

To protect the health and welfare of the residents of Folsom through the management and regulation of hazardous materials in a manner that will focus on preventing problems.

#### **POLICY 41.1**

The City shall endeavor to work with industry, community groups, and government agencies to develop an effective, workable, and fair hazardous materials management system.

#### **POLICY 41.2**

As much as feasible, the City shall provide information to the general public and interested parties on technical and administrative developments in the field of hazardous materials management.

#### **POLICY 41.3**

The City shall endeavor to develop and implement with Sacramento County, a comprehensive hazardous materials management program.

#### **POLICY 41.4**

The City shall expand and strengthen existing Folsom programs where appropriate, to fill in gaps in the current federal, state and local hazardous materials management efforts.

#### **POLICY 41.5**

The City shall encourage the effective implementation of workplace safety regulations,

and to assure that hazardous material information is available to users and employees.

#### **POLICY 41.6**

The City shall improve cooperation, information gathering, and information availability within existing Folsom programs.

#### **POLICY 41.7**

The City shall support a household hazardous waste disposal program.

#### **POLICY 41.8**

The City shall endeavor to develop land use standards that will reduce the risk of health or environmental damage through industrial or commercial use of hazardous materials.

#### **POLICY 41.9**

The City shall endeavor to protect residents and sensitive facilities from avoidable incidents in the transportation of hazardous materials in the county.

#### **POLICY 41.10**

The City shall endeavor to protect residents from avoidable accidents and mishandling of hazardous materials in industrial and commercial facilities.

#### **POLICY 41.11**

The City shall support local enforcement of hazardous materials regulations.

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## **FISCAL ELEMENT GOALS AND POLICIES**

Goals and Policies will be added upon adoption of the Fiscal Element.

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